



Saint Paul Planning Commission

City Hall Conference Center Room 40
15 Kellogg Boulevard West

Steering Committee Meeting – 8:00 a.m., Room 41

Christopher B. Coleman,
Mayor

Agenda

November 18, 2011
8:30 – 11:00 a.m.

Saint Paul
Planning Commission

Chair

Jon Commers

First Vice Chair

Barbara A. Wencil

Second Vice Chair

Paula Merrigan

Secretary

Anthony Fernandez

I. Approval of minutes of October 28, 2011

II. Chair's Announcements

III. Planning Director's Announcements

IV. Zoning Committee

SITE PLAN REVIEW – List of current applications. (*Tom Beach, 651/266-9086*)

NEW BUSINESS

#11-291-480 Catholic Charities – Modification of Conditional Use Permit to increase maximum number of individuals that can be served from 30 to 50. 215 Old 6th Street NE corner at Main. (*Luis Pereira, 651/266-6591*)

#11-292-421 Interworld Development LLC – Rezoning from B2 Community Business to T2 Traditional Neighborhood. 1773 Selby Avenue between Wheeler and Fairview. (*Anton Jerve, 651/266-6567*)

#11-292-560 Interworld Development LLC – Variance to permit parking space in the front yard. 1773 Selby Avenue between Wheeler and Fairview. (*Anton Jerve, 651/266-6567*)

#11-292-137 Wellington Management – Re-establishment of nonconforming use as a community residential facility. 180 Grotto Street South between Fairmount and Osceola. (*Kate Reilly, 651/266-6618*)

#11-291-887 Wellington Management – Conditional Use Permit to provide off-street parking that exceeds the maximum permitted. (*Kate Reilly, 651/266-6618*)

V. Comprehensive Planning Committee

Parkland Dedication Ordinance Amendments – Approve resolution initiating a zoning study to consider amendments to Sec. 69.511, Parkland dedication requirements, of the Subdivision Regulations. (*Allan Torstenson, 651/266-6579*)

Pat Connolly
Gene Gelgelu
Bree Halverson
Richard Kramer
Gaius Nelson
Christopher Ochs
Trevor Oliver
Julie Perrus
Marilyn Porter
Betsy Reveal
Tony Schertler
Robert Spaulding
Terri Thao
Jun-Li Wang
Daniel Ward II
David Wickiser

Planning Director
Donna Drummond

VI. Neighborhood Planning Committee

North End-South Como District 6 Plan – Recommendation to release for public review and set public hearing for January 13, 2012. (*Penelope Simison, 651/266-6554*)

VII. Transportation Committee

Regional Transitways Guidelines – Approve resolution endorsing the Transportation Committee's comments to the Mayor. (*Christina Morrison, 651/266-6546*)

VIII. Communications Committee

IX. Task Force Reports

X. Old Business

XI. New Business

XII. Adjournment

Information on agenda items being considered by the Planning Commission and its committees can be found at www.stpaul.gov/ped, click on Planning.

Planning Commission Members: PLEASE call Sonja Butler, 651/266-6573, if unable to attend.

**Saint Paul Planning Commission &
Heritage Preservation Commission**
MASTER MEETING CALENDAR

WEEK OF NOVEMBER 14-18- 2011

Mon (14)

4:00- Transportation Committee
5:30 p.m. (Christina Morrison, 651/266-6546)

13th Floor – CHA
25 Fourth Street West

Update on 650 Pelham case
(Donna Drummond, PED)
Discussion of checklist for CUP applicants to exceed maximum parking
(Kate Reilly, PED)
Continued discussion on I-35E/Cayuga project
(Mike Klassen, Public Works)
Review of city comments on the Draft Regional Transitway Guidelines
(Christina Morrison, PED)

Tues (15)

4:00- Comprehensive Planning Committee
5:30 p.m. (Penelope Simison, 651/266-6554)

13th Floor – CHA
25 Fourth Street West

Parkland Dedication Ordinance-Amendments – Resolution to initiate a zoning study to consider amendments to Sec. 69.511, Parkland dedication requirements, of the Subdivision Regulations. (Allan Torstenson, 651/266-6579)

Greater Lowertown Master Plan Summary – Briefing. Recommendation that the Planning Commission release the master plan for public review and set public hearing for January 13, 2012. (Lucy Thompson, 651/266-6578; Ellen McPartlan, GLMPTF Chair)

Industrial Zoning Study – Continuing discussion of preliminary staff recommendations. No action. (Penelope Simison, 651/266-6554)

5:00- Near East Side Task Force
7:00 p.m. (Luis Pereira, 651/26-6591)

**Dayton's Bluff Community
Council Office**
798 East 7th Street

1. Project updates
2. Metro Design Center - two preliminary design alternatives for comment
3. Public realm, public art, and storefront aesthetics
4. Review proposed outline for the Near East Side Area Roadmap
5. Review market data for the area – ESRI's Community Analyst and neighborhood retail metrics

Weds (16)

Thurs (17)

5:00 p.m. Heritage Preservation Commission

Room 40 City Hall
Lower Level
Enter building on 4th Street
15 W. Kellogg Blvd.

Permit Review/Public Hearings

405-421 Oneida Street, Main Brewery Complex (Brew House), Jacob Schmidt Brewing Company Historic District, by St. Paul Leased Housing Associates IV, Limited Partnership (Dominium), for a building permit to rehabilitate the building into rental housing. HPC File #12-008 (*Spong, 651/266-6714*)

876 & 900 W. Seventh Street, Site Design, Jacob Schmidt Brewing Company Historic District, by St. Paul Leased Housing Associates IV, Limited Partnership (Dominium), for permits for site improvements. HPC File #12-009 (*Spong, 651/266-6714*)

Old Business

778 Sixth Street East, Dayton's Bluff Historic District, by St. Paul Siding, Inc., for a building permit to install vinyl siding and wrap the window trim, fascia and soffit with aluminum. HPC File #12-005 (*Boulware, 651/266-6715*) – laid over from the October 20 public hearing.

Fri (18)

8:30- Planning Commission Meeting
11:00 a.m. (*Donna Drummond, 651/266-6556*)

Room 40 City Hall
Conference Center
15 Kellogg Blvd.

Zoning..... SITE PLAN REVIEW – List of current applications. (*Tom Beach, 651/266-9086*)

NEW BUSINESS

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#11-291-887 Wellington Management – Conditional Use Permit to provide off-street parking that exceeds the maximum permitted. (*Kate Reilly, 651/266-6618*)

***Comprehensive Planning
Committee.....***

Parkland Dedication Ordinance Amendments – Approve resolution initiating a zoning study to consider amendments to Sec. 69.511, Parkland dedication requirements, of the Subdivision Regulations. (*Allan Torstenson, 651/266-6579*)

***Neighborhood Planning
Committee.....***

North End-South Como District 6 Plan – Recommendation to release for public review and set public hearing for January 13, 2012. (*Penelope Simison, 651/266-6554*)

Transportation Committee....

Regional Transitways Guidelines – Approve resolution endorsing the Transportation Committee's comments to the Mayor. (*Christina Morrison, 651/266-6546*)

DRAFT

**Saint Paul Planning Commission
City Hall Conference Center
15 Kellogg Boulevard West**

Minutes October 28, 2011

A meeting of the Planning Commission of the City of Saint Paul was held Friday, October 28, 2011 at 8:30 a.m. in the Conference Center of City Hall.

Commissioners Present: Mmes. Halverson, Perrus, Porter, Thao, Wang, Wencl; and Messrs. Commers, Connolly, Fernandez, Gelgelu, Kramer, Nelson, Ochs, Oliver, Schertler, Spaulding, Ward, and Wickiser.

Commissioners Absent: Mmes. *Merrigan, and *Reveal
*Excused

Also Present: Donna Drummond, Planning Director; Emily Erickson, Department of Public Works; Patricia James, Christina Morrison, and Sonja Butler, Department of Planning and Economic Development staff.

I. Approval of minutes October 14, 2011.

MOTION: *Commissioner Thao moved approval of the minutes of October 14, 2011. Commissioner Gelgelu seconded the motion. The motion carried unanimously on a voice vote.*

II. Chair's Announcements

Chair Commers announced that the Planning Commission's annual holiday party is approaching and Commission Thao has volunteered to lead planning for it. He encouraged other interested commissioners to let her know if they could help.

III. Planning Director's Announcements

Donna Drummond reported that the Hamline, Western and Victoria Station Area Plans were adopted by City Council. This concludes the station area planning for the Central Corridor LRT. The City Council also adopted the Solar Energy Systems Zoning Code Amendments.

IV. Zoning Committee

STAFF SITE PLAN REVIEW – List of current applications. *(Tom Beach, 651/266-9086)*

One item came before the staff Site Plan Review Committee on Tuesday, October 25, 2011:

- Saint Paul Eye Clinic, parking lot reconstruction at 1099 Grand Avenue.

One item to come before the staff Site Plan Review Committee on Tuesday, November 1, 2011:

- Kendall's Hardware, new construction at 840 Payne Avenue.

NEW BUSINESS

311-282-542 Catholic Charities – Modification of Conditional Use Permit for overnight shelter (ZF# 10-939-012) to extend the months of operation. 215 Old 6th Street, NE corner at Main. (Luis Pereira, 651/266-6591)

MOTION: Commissioner Kramer moved the Zoning Committee's recommendation to approve the modification of conditional use permit subject to additional conditions. The motion carried unanimously on a voice vote.

#11-282-365 Fort Road Coffee Company – Rezoning from B1 Local Business to T2 Traditional Neighborhood. 1518 Randolph Avenue, SE corner at Saratoga. (Sarah Zorn, 651/266-6570)

MOTION: Commissioner Kramer moved the Zoning Committee's recommendation to approve the rezoning. The motion carried unanimously on a voice vote.

#11-281-220 Wulff Family Mortuary – Rezoning of 1755 Nevada and 1756 Nebraska from R4 Single-Family Residential to VP Vehicular Parking. 1485 White Bear Avenue N, Between White Bear Avenue and Flandrau Street. (Penelope Simison, 651/266-6554)

Commissioner Kramer said that the committee recommends approval of the rezoning with the understanding that the issues that were raised in opposition will be addressed during the laid over variance case but the committee felt that the rezoning was an appropriate extension for the purposes of parking.

Commissioner Nelson said that he was the dissenting vote on the matter because it seemed there could be a more comprehensive solution by relocating the alley and consolidating a parcel. This would eliminate the need for a parking lot to access a public alley with 24 cars backing out of that alley, but perhaps some of these issues can be addressed as part of site plan review. So he will be switching his vote to recommend approval of the VP Vehicular Parking.

MOTION: Commissioner Kramer moved the Zoning Committee's recommendation to approve the rezoning. The motion carried unanimous on a voice vote.

#11-285-730 Wulff Funeral Home – Variance of VP front yard setback requirement for 1756 Nebraska and 1755 Nevada. 1485 White Bear Avenue N, between White Bear Avenue and Flandrau. (Penelope Simison, 651/266-6554)

Commissioner Kramer reported that the Zoning Committee laid this case over to the November 22, 2011 meeting.

Commissioner Kramer announced the items on the agenda for the next Zoning Committee meeting on Thursday, November 10, 2011.

V. Comprehensive Planning Committee

Donna Drummond, Planning Director, announced the items on the agenda for the next Comprehensive Planning Committee meeting on Tuesday, November 15, 2011.

VI. Neighborhood Planning Committee

Commissioner Wencil had no report.

VII. Transportation Committee

Transportation Vision for Generations – Approve resolution endorsing the Transportation Committee’s comments to the Mayor. (*Allen Lovejoy, Public Works, 651/266-6226*)

Commissioner Spaulding reported that the “Transportation Vision for Generations” is a MnDOT process to develop longer-term planning values. Commissioner Spaulding outlined the major topics of the City’s draft comments on the vision and noted that staff would forward final comments to MnDOT.

Commissioner Porter asked if the participatory process included only professional planning staff, or if it also included other organizations and community members.

Christina Morrison, PED staff, reported that MnDOT had a broad approach to their community process, which included over one hundred briefings across the state to different groups. She noted that the City’s comments could be clarified to express our support for the broad approach.

Chair Commers asked about the vision’s wording regarding “throughput and vehicle capacity,” noting that he was interested to see the use of the word “throughput” in that context. He noted that the idea of “throughput” does not match the vision’s emphasis on accessibility.

Commissioner Spaulding replied that capacity of a road is significantly enhanced when it includes transit. If roads have high numbers of single occupancy vehicles, there is a high amount of vehicle traffic, but more throughputs can be added on the same road with just a few high occupancy vehicles.

Ms. Morrison further clarified that “throughput” or “person throughput” is a phrase that the Metropolitan Council and City use to take into account not just the number of vehicles, but the actual number of people moving through a system. This term is seen as more inclusive than the traditional counting of vehicles, or vehicle “capacity.”

Commissioner Ochs noted that he did not see anything in the document pertaining to health, such as air quality and water quality, and asked if this could be added. He also stated that the document should address technological advances as well, such as the reduction of traffic volume due to the ability to work remotely.

Commissioner Spaulding said some of the issues Commissioner Ochs has identified are largely addressed in the actual document, and therefore not included in the City’s draft comments.

Commissioner Ward commented because Saint Paul has been recognized as a bike-friendly city, he would like to see more of an emphasis on bikes in the vision document.

Ms. Morrison noted that because the vision document is fairly concise, biking and walking are more generally grouped into “active transportation” or “healthy living.” It could be called out more specifically as being a value that is important to Saint Paul.

MOTION: *Commissioner Spaulding moved the Transportation Committee’s recommendation to approve the resolution endorsing the Transportation Committee’s comments to the Mayor. The motion carried unanimously on a voice vote.*

Raymond Avenue Traffic Calming Project – Approve resolution recommending the project to the Mayor and City Council. *(Paul St. Martin, Public Works, 651/266-6118)*

Commissioner Spaulding said that the project examines the design of Raymond Avenue between University and Hampden Avenue. The roadway through that area is a unique north-south corridor that connects the University of Minnesota Saint Paul Campus to University Avenue and a number of other designations. The goal is to make Raymond a more complete street and to calm traffic through an area with a variety of users.

Chair Commers commented that he is enthusiastic to see this project come out of the committee, and that he has recently become more aware of the research around safety for cyclists and pedestrians, particularly when traffic speeds are 30 to 40 mph. He noted that streetscape and alignment changes will better manage traffic speeds and dangerous intersections.

MOTION: *Commissioner Spaulding moved the Transportation Committee’s recommendation to approve the resolution recommending the project to the Mayor and City Council. The motion carried unanimously on a voice vote.*

Griggs Bikeway – Approve resolution recommending the project to the Mayor and City Council. *(Paul St. Martin, Public Works, 651/266-6118)*

Commissioner Spaulding said that the project seeks to provide a more Complete Street on Griggs Street between Summit Avenue and Minnehaha Avenue by improving how motorized and non-motorized users access and use the corridor. This will be accomplished by installing:

- Bump-outs at approximately two (2) intersections;
- Traffic circles at approximately six (6) intersections;
- A new 12’ shared use path through the Dunning Recreation Center;
- Countdown pedestrian timers and bicycle detection at Marshall Avenue;
- Lantern style street lighting between St. Anthony and University;
- Sharrow pavement markings along the entire corridor;
- Advanced pedestrian and bicycle detection technology at Concordia, St. Anthony and University; and
- Destination, direction and route marker signs along the entire corridor.

Commissioner Spaulding noted that this is a bikeway that is consistent with the goals of the Transportation Chapter of the Comprehensive Plan.

Commissioner Connolly asked for clarification between traffic circles and roundabouts.

Paul St. Martin, Traffic Engineer for the Department of Public Works, said a roundabout is larger than a traffic circle, and a roundabout generally replaces a traffic signal at the intersection of major streets. A traffic circle is at the intersection of two residential streets. It replaces stop signs at the intersection, is about 20 feet in diameter, and is placed in the middle of the existing intersection.

Commissioner Connolly also asked staff to describe “sharrows.”

Mr. St. Martin said where bikes share the traffic lane with motor vehicles; a sharrow pavement marking is used. This is a bike symbol with chevron arrows above it to show motor vehicles that they are sharing the roadway with bicyclists.

Chair Commers stated that the traffic circle at Charles and Albert Street is a traffic circle and is also complemented by stop signs, and asked if that is the City standard.

Mr. St. Martin said that when the City first started installing traffic circles, some areas requested that stop signs would remain and the decision was made to leave them installed. However, the policy now is that when the traffic circle goes in, the stop signs are removed. Public Works plans to go back and remove the stop signs from those intersections.

Commissioner Fernandez inquired as to the approximate cost for one traffic circle. Mr. St. Martin answered that they cost roughly \$20,000 each.

Commissioner Spaulding noted that the Griggs bikeway project has had similar levels of community input to other projects, and has had a favorable reaction from the public. He noted that bikeways can be perceived as a community asset.

MOTION: *Commissioner Spaulding moved the Transportation Committee’s recommendation to approve the resolution recommending the project to the Mayor and City Council. The motion carried unanimously on a voice vote.*

Commissioner Spaulding announced that there will not be a meeting on Monday, October 31st but the next Transportation Committee meeting will be on Monday, November 14, 2011.

Commissioner Ward asked about the process of recruiting members for the open seat on the Transportation Committee.

Commissioner Spaulding said that he does not have any information on specific individuals, but that the deadline to apply is November 14, 2011, so there is still time for interested parties to apply.

Donna Drummond, Planning Director, added that people can apply online for various commissions and committees, and encouraged commissioners to pass along that information to interested applicants.

VIII. Transitway Impacts Research Program – Informational presentation by Jan Lucke and Dawn Spanhake, Center for Transportation Studies, University of Minnesota.

Dawn Spanhake is the Assistant Director at the Center for Transportation Studies, which manages a number of transportation programs including the Transitway Impacts Research Program (TIRP). Ms. Spanhake talked briefly about the program. TIRP began in 2006 with the mission to investigate the economic, social, environmental and health impacts of transitway corridors. The program also helps educate elected officials, agency leaders and staff, and the broader research community on impacts of transitways. Since 2006 local sponsors have provided over \$800,000 to support TIRP activities which acts as seed funding and positions its researchers to attract additional funds. In 2011 they attracted additional funds of over \$400,000 for TIRP-related activities. It's the local funding that is critical to position them to reach out and seek those additional federal and non-local funds. Ms. Spanhake mentioned all the sponsors and program supporters, and noted that Donna Drummond, Planning Director and Christina Morrison, City Planner, have been involved with TIRP's advisory committees. The program management team oversees the research priorities, project selection and annual budget. The technical advisory group provides ongoing technical feedback and overall project guidance and both groups contribute to communications and outreach, event planning and speaking engagements.

Jan Lucke, Manager of Research Administration, gave an overview of current research. TIRP strives to be an unbiased source of new knowledge and their national and international academic reputation depends on that. Ms. Lucke talked about a study completed in 2009 by Professor Ed Goetz who was looking at the Hiawatha Line and the impacts on land use and residential housing value. Hiawatha produced an increase of \$47.1 million in residential property value between 2004 – 2007. The average value of homes located near stations increased; more than \$5,000 for single-family homes and more than \$45,500 for multi-family homes. The research results are being used to consider how property values along other planned LRT corridors may be affected.

Another study completed in 2009 by Professor Jason Cao looked at the differences between Hiawatha LRT riders and other transit riders. He found that light rail provides equity by attracting captive riders (people who do not drive and do not have a car) and efficiency by attracting choice riders (people who do drive and do have a car but choose to take transit). Thirty-three percent of LRT riders are reverse commuters, 75% of LRT riders walk further than ¼ mile to each station, and 1/3 of LRT riders choose to park and ride. His conclusion was that LRT supports mode mixing, with 50% of riders transferring to another transit service. His research results are being used to consider how other planned LRT corridors may affect travel behavior in the region.

A third study, also completed by Professor Jason Cao, was completed in 2010 and looked at commercial property values on the Hiawatha corridor. He found that LRT has led to higher prices per square foot, suggesting higher demand for properties within the station area. Property values increase as distance to a LRT station decreases. The LRT has a positive effect on property values up to 0.9 miles from a station. His results are being used to consider how property values along other planned LRT corridors may be affected.

The fourth study was completed by Professor Yingling Fan in 2010. She looked at the spatial mismatch between low-wage jobs and housing in the Twin Cities. She found that Hiawatha LRT has increased accessibility to low-wage-jobs and that accessibility extends beyond station areas. Also low-wage workers and employers have relocated near the LRT.

Ms. Lucke said that they have three active projects now that will be completed over the course of the next 18 months. The first one is being conducted by Professor Yingling Fan. She is looking

at the neighborhood and social influences associated with major transit improvements. Professor Jason Cao is looking at associated environmental and health benefits of LRT, such as travel behavior, energy savings, reductions in greenhouse gas emissions and health care savings associated with healthy lifestyle changes. The newest study which is just getting started is being led by Minnesota Traffic Observatory Director John Hourdos. He's developing a multi-resolution traffic analysis tool to study performance of a transitway corridor, and analyze interactions between transit and other modes.

Ms. Lucke said 2012 research priorities include traffic, parking, and travel behavior impacts, and also looking at the infrastructure and amenities that need to be in place to maximize development potential along these lines. The information presented today is all available at the project website - www.cts.umn.edu/research/featured/transitways. The completed studies and a two page research brief for each project are there, as well as descriptions of current studies.

Commissioner Ochs asked whether any research is being done to compare our system with more established or mature systems in this country or in other countries.

Ms. Lucke said that each of the studies includes a comprehensive literature review that covers everything that other academic institutions might have related to that topic. For the study on commercial property value the findings that Professor Jason Cao had looked at before he began his study showed that often there was not a significant improvement in commercial property values, so there is some comparison in the literature review section of each study.

Commissioner Ward asked that studies focus more on how to create mixed-income neighborhoods rather than just focusing on impacts on low-income neighborhoods. Why the focus on the poor, when the focus should be more on middle income households and higher wage earners that want to change life styles, that want to take advantage of business opportunities around these transit lines? Those are the people that are going to help bring the neighborhood up by creating small businesses, creating more jobs because they have the means to do so. He would like to see more emphasis put on research as to what's going on along Hiawatha – who are the people that are moving into the neighborhood, how many businesses were started, how many businesses failed, and what those businesses doing now.

Ms. Lucke said that there was a study that she did not present today by Professor Fan that specifically looked at medium to high wage earners. It's sponsored by the McKnight Foundation and the Jay and Rose Phillips Family Foundation. It is looking at economic clusters in the region and determining what economic clusters host the greatest percentage of medium to high wage jobs in the region, how does transit serve those economic clusters, how could it better serve those clusters, and how could does transit help move people from low wage to medium and high wage opportunities. It sounds like this study might be touching on some of what Commissioner Ward is interested in and Ms. Lucke could get him more information on that.

Commissioner Connolly asked about Professor Jason Cao's study of commercial property values. Did he look at sale prices, assessed values, or rental rates?

Ms. Lucke said it was sales prices of commercial and industrial properties before and after completion of the line in 2004.

Commissioner Porter asked, in developing the 2012 list of priorities, whether there was any thought given to taking a look at the impact that no parking or limited parking on University Avenue is going to have on the community and the business owners.

Ms. Lucke said the answer is yes. There was interest, but one of the members of the program management team is Mark Fuhrmann with Metropolitan Council, and he said at that time that Metropolitan Council was paying close attention to this and monitoring those impacts. So at the time he thought it wasn't the best investment for TIRP to make because TIRP might want to focus on areas that Metropolitan Council doesn't have the resources to touch. It did come up as a high need but the Metropolitan Council thinks that they can handle it.

Commissioner Spaulding thought he heard them say that one of the areas to be looked at in 2012 included a look at land use and parking in proximity to transitways? Is that correct?

Ms. Spanhake said the way their process works is they do a request for proposals each year and these priorities are given to their researchers. They had a technical advisory group meeting and reviewed the proposals that came in. The result was that they kind of liked parts of several proposals, and will meet with the researcher and narrow it down. The scope was so large looking at all things land use, parking etc, but parking was one of the priorities. It's highly probable that they will have a project related to either parking or some of these specific sub bullets under that but they do not know for sure what will come out of this list of priorities yet.

Commissioner Fernandez said that he thinks it is very important to know where the data is coming from because a lot of these studies are going to directly impact the development along some of the residential and commercial neighborhoods. This data is going to be etched in history and used in various ways.

Commissioner Schertler commented on the interrelationship between park and rides, downtown turn of the century development that has no parking, employment core, the cost effectiveness of access, operation and capital on both parking and transit. If a bus ride is reduced to twenty-five cents a ride the fair box influence on ridership is huge and customer choice to make cost savings is huge and that is just a hunch. Some studies on that behavior to give a sense of return on various investments related to transit and parking would be interesting without fixating just on transit.

Commissioner Wencil said that one of the research ideas might be to focus on whether people are voluntarily giving up vehicles or moving from two to one vehicle as part of their life style. Has there been any research devoted to that kind of forward looking plan, whether people have decided not to purchase or use vehicles?

Ms. Spanhake does not know if there have been any national studies to that effect but they had the same exact conversation at the last Technical Advisory Group meeting. They talked about captive riders and choice riders and now they say there are choice captive riders, those that may have moved along the corridor and have gotten rid of their car(s) because they have the transit accessibility. One would assume that that was a good thing, that they are captive riders not because they can't afford a car, but because they were given the infrastructure to make that choice. There is interest in looking at that.

Chair Commers noted he has been a long time fan of the center generally and he thinks it's another reminder of the benefit of having a major research institution in the region and the fact that the center takes such a strong interest in the way that our metro area operates as a system. He thanked them for all of the work that the center does. Chair Commers also commented on the statistic that 75% of LRT riders were coming from in excess of ¼ mile, which he thinks is a longer distance than is typical for transit. He asked if they could talk more about that and was that a surprising finding for them.

Ms. Spanhake said they were surprised at the finding especially given the cold winters, assuming people would not want to walk as far.

Ms. Lucke agreed that it was surprising and that there were so many findings from all these studies that they had to work with the researchers to figure out what to highlight from each study. A lot of what they've highlighted were the more surprising findings.

Commissioner Wencil asked was a reverse commuter is.

Ms. Lucke said in the morning people are usually coming into the city and in the evening they are going out. Reverse commute means in the morning if it was Hiawatha you're going from Minneapolis to maybe the Mall of America and in the evening you're going from the suburb into the city. LRT really blurs those lines.

Commissioner Oliver said the Mall of America has probably distorted these findings, being such a major destination that happens to be in the suburbs.

Ms. Spanhake said one of Professor Yingling Fan's projects addressed this in some way looking at Hiawatha. Her findings were that you don't have to have complete mixed incomes at every station. So you can be a low income earner and live along the line or have access within 30 minutes and because there are all wage jobs along the line and all wage home prices along the line it's very accessible and equitable.

IX. Communications Committee

No report.

X. Task Force Reports

Commissioner Wencil reported that the Neighborhood Planning Committee will be meeting on Wednesday, November 9, 2011 and also the Near East Side Task Force will be meeting on Tuesday, November 15, 2011.

XI. Old Business

None.

XII. New Business

None.

XIII. Adjournment

Meeting adjourned at 9:58 a.m.

Recorded and prepared by
Sonja Butler, Planning Commission Secretary
Planning and Economic Development Department,
City of Saint Paul

Respectfully submitted,



Donna Drummond
Planning Director

Approved _____
(Date)

Anthony Fernandez
Secretary of the Planning Commission

PED\butler\planning commission\minutes\October 28, 2011



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

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Saint Paul, Minnesota 55101-1806

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Facsimile: 651-266-9124
Web: www.stpaul.gov/dsi

SITE PLAN REVIEW COMMITTEE
TUESDAY Nov 8, 2011
2nd Floor Conference Room
375 Jackson Street, Suite 218

<u>Time</u>	<u>Project Name and Location</u>
9:30	Peltier Wire Cloth New Warehouse addition 4 Acker Street W.

To Applicants:

You should plan to attend this meeting.

At this meeting you will have a chance to discuss the site plan for your project with Saint Paul's Site Plan Review Committee. The Committee is made up of City staff from Zoning, Traffic, Sewers, Water, Public Works, Fire, and Parks. You are encouraged to bring your engineer, architect, or contractor with you to handle any technical questions raised by city staff. The purpose of this meeting is to simplify the review process by letting the applicant meet with staff from a number of departments at one time. Staff will make comments and ask questions based on their review of the plans. By the end of the meeting you will know if the site plan can be approved as submitted or if revisions will be required. Staff will take minutes at the meeting and send you a copy.

Parking

Parking is available at on-street meters. Some off-street parking spaces are available in our visitor parking lot off of 6th Street at Jackson. To see a map of additional nearby parking ramps go to <http://www.ci.stpaul.mn.us/depts/dsi/liep/info/location.html>

If you have any questions, please call Mary Montgomery at 651-266-9088 or mary.montgomery@ci.stpaul.mn.us.

**AGENDA
ZONING COMMITTEE
OF THE SAINT PAUL PLANNING COMMISSION
Thursday, November 10, 2011 3:30 P.M.
City Council Chambers, Room #300
Third Floor City Hall - Saint Paul, Minnesota**

NOTE: The order in which the items appear on this agenda is not necessarily the order in which they will be heard at the meeting. The Zoning Committee will determine the order of the agenda at the beginning of its meeting.

APPROVAL OF OCTOBER 20, 2011, ZONING COMMITTEE MINUTES

SITE PLAN REVIEW – List of current applications (Tom Beach, 651-266-9086)

NEW BUSINESS

- 1 11-291-480 Catholic Charities**
Modification of Conditional Use Permit to increase maximum number of individuals that can be served from 30 to 50
215 Old 6th St, NE corner at Main
B5
Luis Pereira 651-266-6591
- 2 11-292-421 Interworld Development LLC**
Rezoning from B2 Community Business to T2 Traditional Neighborhood
1773 Selby Ave, between Wheeler and Fairview
B2
Anton Jerve 651-266-6567
- 3 11-292-560 Interworld Development**
Variance to permit a parking space in the front yard
1773 Selby Ave, between Wheeler and Fairview
B2
Anton Jerve 651-266-6567
- 4 11-292-137 Wellington Management**
Re-establishment of nonconforming use as a community residential facility
180 Grotto St S, between Fairmount and Osceola
R4
Kate Reilly 651-266-6618
- 5 11-291-887 Wellington Management**
Conditional Use Permit to provide off-street parking that exceeds the maximum permitted
180 Grotto St S, between Fairmount and Osceola
R4
Kate Reilly 651-266-6618

ADJOURNMENT

ZONING COMMITTEE MEMBERS: Call Patricia James at 266-6639 or Samantha Langer at 266-6550 if you are unable to attend the meeting.

APPLICANT: You or your designated representative must attend this meeting to answer any questions that the committee may have.

**The Summary from
the Zoning
Committee meeting,
November 10, 2011
will be emailed to
you on Monday,
November 14, 2011.
Thank you.**



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

Date: 7 November 2011
To: Comprehensive Planning Committee
From: Allan Torstenson
Subject: Parkland Dedication Amendments Study Initiation

Background and Analysis.

Sec. 69.511, Parkland dedication requirements, was adopted in 2007 as part of Saint Paul's subdivision regulations, based on the enabling legislation for municipal subdivision regulations in Minnesota Statutes 462.358. It has a **two part parkland dedication requirement**:

§ 69.511(b), *Parkland dedication at the time of platting*, a standard base percentage of the land at the time of platting that applies to all platting of land for residential, commercial, or industrial development; **plus**

§ 69.511(d), *Parkland dedication at the time of building permits*, additional parkland dedication that applies to residential, commercial, or industrial development at the time of building permits based on the type, intensity and density of the use of the land.

1. Lots for New Development: Amendment to § 69.511(b), *Parkland dedication at the time of platting.*

There have been eight plats approved by the City Council since the parkland dedication requirements went into effect in 2007. All eight plats were for residential, commercial, or industrial development and required the standard base percentage of the land dedicated for parkland at the time of platting in § 69.511(b), *Parkland dedication at the time of platting*.

The City Council found that basing the parkland dedication requirement on the total acreage of the *entire* plat would have been unreasonable for two of the eight plats because use of some the new lots would be unchanged or for something other than new residential, commercial, or industrial development, and therefore would not create a need for additional parkland.

- In the case of Update Addition at 2340 Capp Road, the new plat subdivided a large industrial parcel in order to create three smaller new lots for new industrial development, with the—existing industrial use on the larger parcel remaining unchanged. The unchanged existing industrial use on the larger parcel would not create a need for additional parkland.
- In the case of Carondelet Village at the southwest corner of Fairview and Randolph, the new plat subdivided a large institutional parcel to create two new institutional lots and an outlot. New senior housing development was proposed on one of the lots, with the existing use of the other lot and the outlot remaining unchanged. The outlot and the unchanged institutional use on one of the new lots would not create a need for additional parkland.

Accordingly, the City Council granted variances to base the amount of required parkland dedication at the time of platting just on the total acreage of the new lots being created for new residential, commercial, or industrial development that would create a need for additional parkland, and not on lots for which the use would be unchanged or for something that would not create a need for additional parkland. The City Council variance decisions provide direction to amend the parkland dedication requirement to avoid the need for a variance every time this situation comes up.

It is a fairly common situation that new plats in a fully developed city like St. Paul may include lots for which the use would be unchanged, would therefore not create a need for additional parkland, and consequently for which the city does not have the authority to require parkland dedication. The City Council decisions in these two cases are consistent with provisions in state law that do not allow municipalities to require dedication of parkland beyond “a reasonable portion of the buildable land” that is proportionate to a need for additional parkland created by the subdivision itself.

The Fifth Amendment to the Constitution of the United States provides that private property shall not be taken for public use without just compensation. This is reflected in Article I, Bill of Rights, of the Constitution of the State of Minnesota, Sec. 13, *Private property for public use*, which states, “Private property shall not be taken, destroyed or damaged for public use without just compensation therefore, first paid or secured.”

The enabling legislation for municipal parkland dedication requirements in Minnesota Statutes 462.358, Subd. 2b is narrowly written for conformance with the Fifth Amendment and Article I, Sec. 13 of the state constitution. It does not provide municipalities with general authority to require dedication of parkland for public use without just compensation. Rather, it provides municipalities with authority to require dedication, under a very limited set of circumstances, of “a reasonable portion of the buildable land” in a subdivision “for public use as streets, roads, sewers, . . . water facilities, storm water drainage . . . , parks, playgrounds, trails, wetlands, or open space” only to the extent that the municipality reasonably determines “that it will need to acquire that portion of land for the purposes stated in this subdivision as a result of approval of the subdivision” itself. In such circumstances, the “just compensation” is the value added to the buildable land from use of the dedicated land. Beyond that, some other form of just compensation must be paid or secured for private property taken for public use.

The enabling legislation gives municipalities authority to require dedication of land for public streets only if the subdivision itself creates a need for new public streets to serve the subdivision. Likewise, it gives municipalities authority to require dedication of land (or cash in lieu of land) for public parks only if the subdivision itself creates a need for new public parks to serve the subdivision. If the subdivision itself does not create a need to acquire land for public streets or parks, then MN Stat. 462.358, Subd. 2b does not give the municipality the authority to require dedication of land for public streets or parks. Accordingly, if use of new lots created by a subdivision is unchanged or the new use does not create a need for additional parkland, then the city would not have the authority to require dedication of parkland. The City Council decisions to grant variances to require parkland dedication based just on the total acreage of the new lots that are being created for new residential, commercial, or industrial development, and not on lots that would be unchanged or for some other use, is consistent with the requirements of state and federal law.

2. Decouple from parking: Amendments to § 69.511(d), *Parkland dedication at the time of building permits*.

§ 69.511(d), *Parkland dedication at the time of building permits*, responds to the requirement in Minn. Stat. 462.358, Subd. 2c, part of the state enabling legislation for municipal parkland dedication requirements as part of municipal subdivision regulations, that required parkland “dedication must bear a rough proportionality to the need created by the proposed subdivision or development.” This depends on the type, intensity and density of the use of the land, which not only may not be known at the time of platting, but also changes over time.

§ 69.511(d), *Parkland dedication at the time of building permits*, uses parking as a proxy measure of density and intensity of use because it is always known and is relatively easy to track. Since it was adopted there has been concern about the possibility of new development that may increase the need for parkland even though the new development has little or no parking. This is a particular concern for areas such as Downtown and the Central Corridor that may need less parking because of good transit service.

Central Corridor LRT Station Area Plans adopted by the City Council on October 22, 2008, as addenda to the Central Corridor Development Strategy note the importance of additional park and recreational spaces for attaining the full potential of station areas, particularly with respect to residential development. The *Moving Forward* chapter notes that the parkland dedication ordinance links the amount of parkland dedication required to the amount of new parking provided in a project, while the Central Corridor Development Strategy and station area plans encourage a reduction in parking in order to promote density and transit use, and therefore recommends decoupling the parkland dedication requirement at the time of building permits from parking.

Staff Recommendation.

Staff recommends Planning Commission initiation of a zoning study to consider the following amendments to Sec. 69.511, Parkland dedication requirements, of the Subdivision Regulations:

1. An amendment to Sec. 69.511(b) to base the amount of required parkland dedication at the time of platting just on the total acreage of the new lots being created for new residential, commercial, or industrial development that would create a need for additional parkland, and not on lots for which the use would be unchanged or for something that would not create a need for additional parkland, bringing the text of this code requirement into greater conformance with state and federal law, consistent with City Council variance decisions; and
2. Amendments to § 69.511(d) to decouple the parkland dedication requirement at the time of building permits from parking, and replace it with different measures of density and intensity of use that are always known, easy to track, and would result in a roughly similar amount of parkland dedication so that even if a development has no parking there would still be a parkland dedication requirement, and so that the requirement is proportionate to the need for parkland created by the development as required by state law.

city of saint paul
planning commission resolution
file number _____
date _____

Parkland Dedication Amendments Study Initiation

WHEREAS, § 69.511, *Parkland dedication requirements*, of the Zoning Code was adopted in 2007 as part of Saint Paul's subdivision regulations, based on the enabling legislation for municipal subdivision regulations in Minnesota Statutes 462.358; and

WHEREAS, § 61.801, *Changes and amendments*, requires periodic review and reevaluation of the code, and provides for Planning Commission initiation of Zoning Code amendments; and

WHEREAS, § 69.511(b), *Parkland dedication at the time of platting*, for platting of land for residential, commercial, or industrial development, requires dedication of two percent of the area of the plat as parkland; and

WHEREAS, City Council found that basing the parkland dedication requirement on the total acreage of the *entire* plat would have been unreasonable for two of the eight plats approved since the parkland dedication requirements went into effect in 2007 because use of some the new lots would be unchanged or for something other than new residential, commercial, or industrial development, and therefore would not create a need for additional parkland; and

WHEREAS, the City Council granted variances to base the amount of required parkland dedication at the time of platting just on the total acreage of the new lots being created for new residential, commercial, or industrial development that would create a need for additional parkland, and not on lots for which the use would be unchanged or for something that would not create a need for additional parkland; and

WHEREAS, the City Council decisions to grant variances in these two cases are consistent with provisions in state law that do not allow municipalities to require dedication of parkland beyond "a reasonable portion of the buildable land" that is proportionate to a need for additional parkland created by the subdivision itself, and in conformance with provisions in the constitutions of the United States and State of Minnesota that private property shall not be taken for public use without just compensation; and

WHEREAS, § 69.511(d), *Parkland dedication at the time of building permits*, requires additional parkland dedication for residential, commercial, and industrial development at the time of building permits based on the type, intensity and density of the use, using parking as a proxy measure of density and intensity of use, so that the parkland dedication requirement is proportionate to the need for parkland created by the development as required by Minn. Stat. 462.358; and

moved by _____
seconded by _____
in favor _____
against _____

WHEREAS, the Central Corridor Development Strategy notes that the parkland dedication ordinance links the amount of parkland dedication required to the amount of new parking provided in a project, while the Central Corridor Development Strategy and station area plans encourage a reduction in parking in order to promote density and transit use, and therefore recommends decoupling the parkland dedication requirement at the time of building permits from parking;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby initiates a zoning study to consider the following amendments to § 69.511, Parkland dedication requirements, of the Subdivision Regulations:

1. An amendment to § 69.511(b) to base the amount of required parkland dedication at the time of platting just on the total acreage of the new lots being created for new residential, commercial, or industrial development that would create a need for additional parkland, and not on lots for which the use would be unchanged or for something that would not create a need for additional parkland, bringing the text of this code requirement into greater conformance with state and federal law, consistent with City Council variance decisions; and
2. Amendments to § 69.511(d) to decouple the parkland dedication requirement at the time of building permits from parking, and replace it with different measures of density and intensity of use that are always known, easy to track, and would result in a roughly similar amount of parkland dedication so that even if a development has no parking there would still be a parkland dedication requirement, and so that the requirement is proportionate to the need for parkland created by the development as required by state law.

**CITY OF SAINT PAUL***Christopher B. Coleman, Mayor**25 West Fourth Street
Saint Paul, MN 55102**Telephone: 651-266-6700
Facsimile: 651-228-3220*

DATE: November 9, 31, 2011
TO: Planning Commission
FROM: Neighborhood Committee
RE: *The North End-South Como District 6 Plan – Public Hearing Date*

The draft of *The North End-South Como District 6 Plan* is attached.

Background

The draft is a district-wide plan that focuses on three issues – the industrially-zoned land southeast of the Como/Front/Dale intersection, particularly the conflicts between housing and industrial businesses in the area and the relationship between the industrial area and adjacent residential neighborhoods; potential changes to the Como/Front/Dale intersection to improve its appearance and functioning; and a compilation of policies from adopted District 6 plans that have yet to be implemented.

The genesis of the plan was concerns on the part of District about the numbers of residential uses within the industrial area, the conflicts between these disparate uses, as well as the impacts of the industrial area on adjacent residential neighborhoods. Work on the plan was expanded to include policies from adopted small area plans (Loeb Lake, Rice Street and the Jackson-Arlington plans) and the 2004 District 6 plan update that had not been implemented. Though adopted small area plans within District 6 are not so dated that they are ready to be decertified, staff thought it would be productive to prepare a district-wide small area plan that included policies from these adopted plans that have yet to be implemented. This document uses the template for district and small area plans recently approved by the Planning Commission and the revised guidelines for the preparation of these plans.

The plan, once adopted, would be an amendment to the *Saint Paul Comprehensive Plan*.

Planning process

Two groups were involved in the preparation of the plan. The Land Use Committee of the District 6 Planning Council reviewed sections of the draft pertaining to policies from adopted small area plans and the 2004 District 6 plan. An industrial area task force that include representatives of industrial businesses, residents, agencies (including the St. Paul Port Authority), and Ward 5 discussed and proposed policies for addressing issues in the industrial area southwest of Como/Front/Dale. Co-chairs for the task force included a Planning Commission member and the chair of the District 6 Land Use Committee.

In addition, design ideas for the Como/Front/Dale intersection are included in a packed prepared by the Metropolitan Design Center at the University of Minnesota. These ideas were presented at a meeting of businesses and property owners in the affected area.

Committee recommendation: That the plan be released for public review and comment and a public hearing date of January 13, 2012, be scheduled.

If there are questions, please call Penny Simison at 266-6554.

Transportation Committee Staff Report

Committee date: 11/14/11

Project Name	Comments on the Draft Regional Transitways Guidelines
Geographic Scope	Metro Area
Ward(s)	All
District Council(s)	All
Project Description	The Metropolitan Council is leading an effort to create and adopt Regional Transitway Guidelines for the development of corridors where intensive transit investment is planned, as identified in the region's 2030 Transportation Policy Plan (TPP). The guidelines will provide guidance for developing transitways in corridors that will be served by commuter rail, light-rail and bus-rapid transit.
Project Contact	Christina Morrison, PED
Contact email/phone	Christina.morrison@ci.stpaul.mn.us , 651-266-6546
Lead Agency/Department	Metropolitan Council
Purpose of Project/Plan	Establish technical best practices for transitway elements in the region, including fare collection systems, stations, public facilities and vehicles; provide consistent practices for project partners to use in developing transitways; serve as foundation to build on as other transitways are developed; and better align transit, land use planning and principles of sustainable communities.
Planning References	2030 Transportation Policy Plan
Project stage	Planning
General Timeline	Comments accepted until November 18, 2011, followed by consideration and adoption by Met Council
District Council position (if applicable)	NA
Level of Committee Involvement	Provide input for city comments
Previous Committee action	None
Level of Public Involvement	Provide input to Met Council
Public Hearing	NA
Public Hearing Location	NA
Primary Funding Source(s)	Unknown
Cost	Unknown

Staff recommendation	See attached comments
Action item requested of the Committee	Approve attached comments, with any edits/additions from the committee
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

City of Saint Paul Comments on the Draft Regional Transitway Guidelines

City of Saint Paul's Transportation Committee
November 14, 2011

The City of Saint Paul's Transportation Committee has reviewed the document "Draft Regional Transitway Guidelines" and has recommended the following comments to the Planning Commission.

The City applauds the Metropolitan Council's initiative to codify design and operation issues pertaining to regional transitway development in our region. These guidelines will help to provide an objective and consistent approach to each corridor, allowing partners and community members to clearly understand system expectations, while developing context-sensitive solutions for individual projects.

Under the Runningway Guidelines, we encourage the consideration of embedded track in urban rail applications, not just in areas where tracks intersect with vehicle or pedestrian crossings. Ballasted track is not appropriate in transit-oriented pedestrian areas or in downtowns. In addition, the Metropolitan Council should reconsider the level of pedestrian barrier needed in or around light rail guideways as fences and other barriers tend to degrade the quality of urban spaces. However, landscaping, in addition to the visual clues listed in section 5.1, could be used to guide pedestrians to safe crossing areas while enhancing the public realm.

In particular, we commend the prominence of land use planning in transitway development, and the recognition that a baseline art, landscaping, and and/or streetscaping component is critical to the success of transitway projects.

Overall, the guidelines provide an equitable and efficient approach for complex issues. We recognize the considerable process given to development of the guidelines through the advisory committee, and extensive staff involvement from over 25 agencies in the metro area.

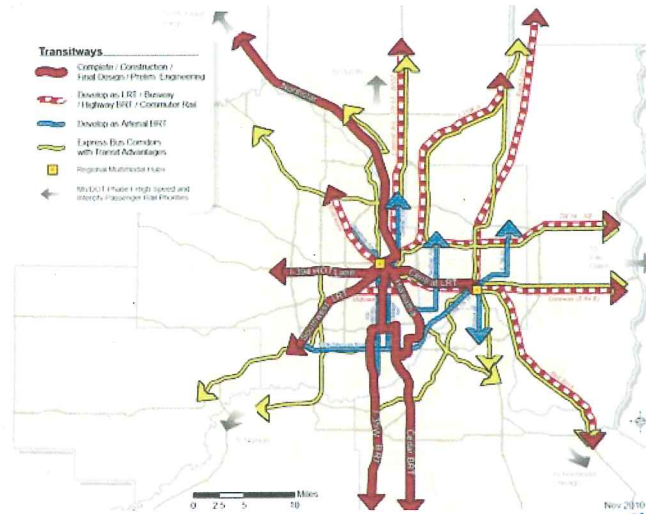
While the document provides ample instruction for commuter rail, LRT, arterial BRT, and highway BRT modes, it does not provide guidance for streetcar development. Because both Minneapolis and Saint Paul are currently exploring a modern streetcar system, and substantial studies are already underway, the exclusion of this mode seems short-sided. Ongoing corridor analyses that include streetcar alternatives could also benefit from a consistent approach. The City encourages the Metropolitan Council to build on the strength of the draft guidelines by facilitating a regional discussion on basic streetcar system components.

Summary of Draft Transitway Guidelines. Full guidelines are available at:
www.metrocouncil.org/planning/transportation/transitways/TransitwayGuidelines.htm

1. Introduction

Transitways

-  Complete / Construction / Final Design / Prelim / Engineering
-  Develop as LRT / Busway / Highway BRT / Commuter Rail
-  Develop as Arterial LRT
-  Express Bus Corridor with Transit Advantages
-  Regional Multimodal Hub
-  Metrolink Phase I high speed and electric Passenger Rail Routes



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1. Introduction

- **Guidelines Development Process (1.2)**
 - Based on existing best practices, local and peer regions
 - Input from Advisory & Technical Committees
 - Also from Metropolitan Transportation Services and Metro Transit Senior Staff
 - Over 100 participants and over 25 agencies represented in technical process

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1. Introduction

- **Guidance for four modes:**

- Commuter Rail
- Light-Rail Transit (LRT)
- Highway Bus Rapid Transit (BRT)
- Arterial BRT



Metropolitan Council

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2. Service Operations Guidelines

Purpose

- **Establish operational guidelines** comparable to existing standards for local and express bus
- **Frame expectations for service**
- **Ensure service aligns with travel demand** in a cost-effective way
- **Promote customer understanding of transit** through consistent service design

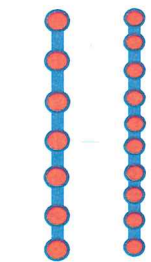
Metropolitan Council

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2. Service Operations Guidelines

- **Definitions (2.1)**
 - Service and network design for each mode
- **Route Structure (2.2)**
 - Trunk and branches
 - Local tails discouraged
- **Service Coordination (2.3)**
 - Coordinate transfers between transitways
 - Coordinate transfers to/from other transit services

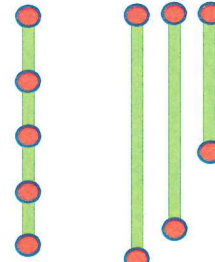
Arterial BRT



All-Day
Arterial
BRT
Station-
to-Station

Local
Bus

Highway BRT



All-Day
Highway BRT
Station-to-
Station

Peak Period
Highway BRT
Express

Metropolitan Council

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2. Service Operations Guidelines

- **Service Scheduling (2.5 – 2.7)**
 - Minimum frequencies by mode, day, and time of day
 - Example: 10-minute peak and 15-minute midday for Arterial BRT
 - Minimum service spans by mode and day
 - Example: 16 hours/day, 7 days/week for Arterial BRT
 - Travel time relative to other modes
 - Example: Highway BRT no more than 35% slower than car



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2. Service Operations Guidelines

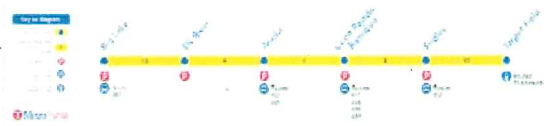
- **Productivity Thresholds (2.8)**
 - Minimum average passengers per in-service hour
 - Example: 70 passengers/hour for LRT
- **Loading Standards (2.9)**
 - Maximum passenger loading relative to seated capacity
 - Example: 125% peak-period loading for Arterial BRT

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3. Station Spacing and Siting Guidelines Purpose

- **Establish criteria for identifying transitway station areas**
- **Establish criteria for identifying parcels on which to site transitway stations**
- **Balance community access with transit travel time competitiveness**



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Metropolitan Council

3. Station Spacing and Siting Guidelines

- **Station Market Analysis (3.1)**
 - Consistent analysis factors & methods
 - Regional Travel Demand Forecast Model (RTDFM)
 - Importance of land use assumptions going into RTDFM - reference Council's Guide for Transit-Oriented Development
 - Minimum projected daily boardings by mode (3.4)
 - Example: 50 daily boardings for Arterial BRT station



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3. Station Spacing and Siting Guidelines

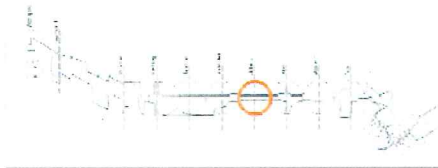
- **Site Location Factors (3.2, 3.3)**
 - Transportation
 - Access to station
 - Impact on existing car, bike, pedestrian networks
 - Park-and-ride need
 - Land Use
 - Consider existing and planned land uses
 - Incorporate Corridors of Opportunity principles
 - Incorporate HUD Livability Principles



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3. Station Spacing and Siting Guidelines

- **Station Spacing (3.5 -3.7)**
 - Average spacing for entire line by mode
 - Example: 1/4 to 1/2 mile spacing for Arterial BRT
 - Minimum spacing by mode
 - Example: 1/8 mile minimum spacing for Arterial BRT
 - Minimum distance between Central Business District & first station
- **Adding Stations (3.8, 3.9)**
 - Staged Development of Stations
 - Addition of New Stations



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Metropolitan Council

4. Station and Support Facility Guidelines Purpose

- Facilitate development of **attractive, functional, and cost-effective transitway stations** that are **regionally consistent** (4.1)
- Designers are encouraged to:
 - Achieve an **attractive, informative environment** consistent with local community context & transitway identity
 - **Achieve functional integration** with surrounding context
 - Implement an **interdisciplinary approach** to station design



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Metropolitan Council

4. Station and Support Facility Guidelines

- **Guiding Principles (4.1)**
- **Station Facilities (4.2, 4.3, 4.8, 4.9)**
 - Access for customers of all ages and abilities
 - Accessible by foot, wheelchair, bicycle, car, transit transfer (special attention to ped/bike, safety-security)
 - Enclosures when justified by passenger volume or local site conditions

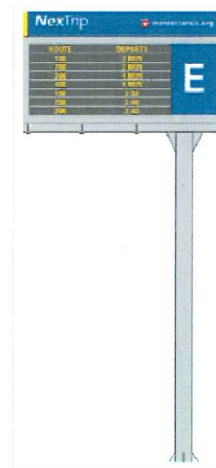


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4. Station and Support Facility Guidelines

- **Station Sizing (4.4)**
 - Guided by peak passenger volume
 - Guidance on sheltered space, platform length, car and bike parking
- **Passenger Information at Stations (4.7)**
 - Consistent throughout region
 - Signage to accommodate new riders, riders with disabilities, non-English speakers & non-readers
 - Real-time information where possible and justified by passenger volume



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Metropolitan Council

4. Station and Support Facility Guidelines

- **Station Design**
(4.5, 4.6)

- Lighting, heating, security features
- Ticket vending where justified by mode and volume
- Art, landscaping and/or streetscaping to create quality public spaces
- Attractive, sustainable, and cost-effective materials
- Satisfy policies and regulations: ADA, NEPA, Civil Rights, FHWA/FRA/FTA, etc.



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Metropolitan Council

4. Station and Support Facility Guidelines

- **Support Facilities** (4.10)

- Daily vehicle storage and cleaning, major vehicle maintenance, central system control, and runningway maintenance



- **Local Betterments** (4.11)

- Enhancements beyond base elements described likely considered local betterments that require local funding commitment for capital, operations, and maintenance
- Negotiate on a project-by-project basis

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Metropolitan Council

5. Runningway Guidelines

Purpose

- **Define and describe types** of runningways
- **Identify key issues** to be addressed during planning or design of runningways
- **Promote transitways' competitive, reliable travel times** while meeting corridor transportation needs



Metropolitan Council

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5. Runningway Guidelines

- **Bicycle/Pedestrian Access (5.5)**
 - Safe, convenient crossings for all modes, especially pedestrians & people on bicycles
- **LRT Runningways (5.1)**
 - LRT only & at-grade, ballasted double track
 - Barriers or other guidance to prevent access except at legal crossings
- **Commuter Rail Runningways (5.2)**
 - At-grade, ballasted double track
 - Often make use of existing freight/inter-city passenger rail runningways



Metropolitan Council

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5. Runningway Guidelines

- **Highway BRT Runningways (5.3)**
 - 45+ mph, dedicated or partially-dedicated full-size lanes
 - Available to transit under all roadway conditions
 - Provide transit advantage in congested conditions
- **Arterial BRT Runningways (5.4)**
 - Less than 45 mph, mixed traffic or dedicated full-size lanes
 - Design and technology to provide transit advantage
 - Designed and maintained to provide high ride quality



Metropolitan Council

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6. Vehicles Guidelines Purpose

- **Establish key considerations** in vehicle development
- Primarily guidance on **BRT station-to-station** vehicles
 - But applies generally to all transitway vehicle types
- **Vehicles for BRT express not addressed**
 - Remain provider decisions

Metropolitan Council

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6. Vehicle Guidelines

- **LRT and Commuter Rail Vehicles (6.1)**
 - Compatible with existing rail infrastructure and systems (Hiawatha, Northstar)
- **Arterial and Highway BRT Vehicles (6.2 – 6.10)**
 - Flexibility to match vehicle size to service type and passenger load
 - Provide interior experience similar to LRT
 - Compatible across transitways



Metropolitan Council

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6. Vehicle Guidelines

- **BRT Vehicle Styling and Branding (6.5)**
 - Portray sleek, modern, premium experience
 - Consistent transitway system identity and branding regardless of specific vehicle type



Metropolitan Council

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7. Fare Collection Systems Guidelines

Purpose

- **Build understanding** of the region's fare collection system
- **Identify key factors** for decision-making in fare collection system proposals
- **Promote efficiency and effectiveness** while meeting fiduciary and regulatory requirements

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Metropolitan Council

7. Fare-Collection System Guidelines

- **Proven and Reliable Methods & Technologies (7.1)**
 - Use proven technologies
 - Consistent with best practices in peer regions and comparable services
- **Support Customer Convenience (7.2)**
 - Accessible for all ages and abilities – including new and low-income customers
 - Consistent and predictable across transitways and modes



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Metropolitan Council

7. Fare-Collection System Guidelines

- **Support Transit Service and Monitoring (7.3, 7.4)**
 - Integrate with existing fare-collection system
 - Efficient boarding, validation, and travel times
 - Collect detailed, accurate ridership & revenue information
- **Fits Well in Region (7.5)**
 - Metropolitan Council will work with project partners when making transitway fare-collection system decisions

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Metropolitan Council

8. Technology and Customer Information Guidelines Purpose

- **Technology is broad and always evolving**; new technologies continually explored and introduced
- **Provide a process for exploring** technological solutions
- **Provide guidance on implementation** of existing technology
- **Set minimum expectations** for transitway technologies

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Metropolitan Council

8. Technology and Customer Information Guidelines

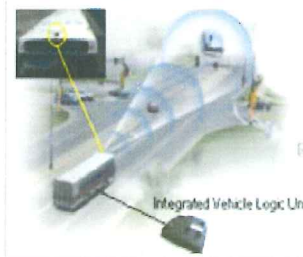
- **Standard Vehicle Technologies (8.1 – 8.3)**
 - Automatic vehicle location (AVL)
 - Automatic passenger counters (APC)
 - Integration with regional transit control center
- **Real-time Customer Information (8.8)**
 - Compatible across transit providers
 - When possible and justified including schedule, park-and-ride availability, and travel time comparison



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8. Technology and Customer Information Guidelines

- **Traffic Signal Priority (8.4 – 8.6)**
 - Analysis of benefits and impacts for each corridor
 - Coordination between cities, counties, state and transit providers
 - Regional compatibility preferred
 - Optimize for maximum person throughput
 - Minimize cross-traffic delays
- **Traffic Signal Pre-Emption (8.7)**
 - Only use when agreeable to all stakeholders
- **Other Technology (8.9 – 8.11)**
 - Needs/Benefits assessment, implementation considerations, list of information & security features if supporting infrastructure



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9. Identity and Branding Guidelines

Purpose

- Identify branding and identity approach **based in best practices**
- Provide guidance on **distinguishing transitway services** from other services in the region
- Provide guidance on **implementing Station-to-Station Identity and Branding Framework**



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9. Identity and Branding Guidelines

- **Integrated Branding and Identity (9.1)**
 - Consistent across transitways on vehicles, stations, signage and customer information
- **Vehicle and Station Branding (9.3, 9.4)**
 - Transitway and system brands take priority
 - Visual identity distinct from local and express bus services

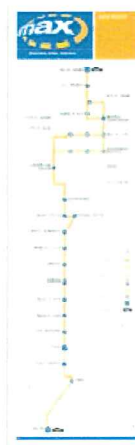


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9. Identity and Branding Guidelines

- **Line Names (9.2)**
 - LRT and Highway BRT transitways use colors
 - Selected by Council with stakeholder input
 - Coordinated across region
 - Commuter Rail lines use unique names
- **Station Names (9.5)**
 - Reflect major street or landmark names
 - Succinct and easy to recognize



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9. Identity and Branding Guidelines

- **Customer Information (9.6)**
- **Advertising (9.7)**
 - Opportunities to sell advertising space at stations and on vehicles
 - Customer information (9.6) and transitway identity take priority
 - Opportunity to sell station naming rights to major landmark or business in station area



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10. Project Development, Leadership, and Oversight Guidelines Purpose

- Promote **effective coordination** and **simple, efficient, and consistent organization** throughout project development
- Promote **clear decision-making process** at staff and policy levels
- Promote **shared understanding of roles and responsibilities** for lead agency and partners

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10. Project Development, Leadership, and Oversight Guidelines Purpose

(Continued)

- Promote **effective stakeholder and public involvement**
- Promote **best use of available resources**, including interests, skills, and resources, at all levels of government
- Promote **consistency in travel demand/ridership forecasting and reporting**
- Promote **quality outcomes**

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10. Project Development, Leadership, and Oversight Guidelines

- **Transitway Development Process (10.1)**

- Must be in Transportation Policy Plan to use state or federal funds
- Follow professional due diligence and requirements of likely funding partners
- Evaluate alternatives using capital investment criteria (10.8)



- **Lead Agency Identification (10.3)**

- Need clearly identified lead agency
- Sometimes identified by statute for development phases after LPA selection

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10. Project Development, Leadership, and Oversight Guidelines

- **Lead Agency Responsibilities (10.2 - 10.4)**

- Responsible for oversight of entire project including financial management and agency and stakeholder coordination
- May delegate to other agencies using interagency agreements

- **Metropolitan Council Responsibilities (10.5 – 10.7)**

- Transitway operator selection
- Transit service planning
- Maintaining Regional Travel Demand Forecasting Model

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10. Project Development, Leadership, and Oversight Guidelines

- **Phased Development of Transitways (10.9)**
 - Transitways can be built in phases over time
 - Each phase should include minimum elements
- **Deviations From Guidelines (10.10)**
 - Guidelines are not requirements
 - Deviations from Guidelines trigger discussion with funding partners
 - Lead agency initiates discussion and negotiations

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Final Project Deliverables

- **Regional Transitway Guidelines**
 - To be adopted by Metropolitan Council as a stand-alone document separate from the TPP
- **Technical Support User Guides**
 - Stations and Support Facilities
 - Runningways
 - Transitway Ridership Forecasting
- **Transitway Guidelines Technical Report**
 - Background and documentation of existing conditions, best practices

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Metropolitan Council

Questions and Comments on Proposed Window Sign Zoning Regulations (City Council Public Hearing Continued to November 16, 2011)

1. Regulate in § 310 of the License Code rather than in the Zoning Code?

The stated purpose for the window sign regulations proposed for Chapter 64 of the Zoning Code in the draft ordinance advocated by Scenic Saint Paul and introduced by Councilmember Thune (the public hearing was continued to November 16, 2011) is to help deter crime by improving visibility through commercial building retail windows from a business to the street and from the street into the business. Particularly for interior window signs with dynamic display, another stated purpose is to help prevent traffic accidents by reducing visual distraction.

§ 64.405, *Signs with dynamic display*, of the Zoning Code already has specific regulations for exterior signs with dynamic display. The most direct way to regulate interior window signs with dynamic display may be simply to amend § 64.405 so that it also applies to interior window signs with dynamic display, as proposed in the draft ordinance.

For other permanent as well as temporary signs inside of windows, would it be more direct and effective to achieve the stated purpose through amendments to § 310 of the License Code rather than Chapter 64 of the Zoning Code? Perhaps the license code could provide for more individualized site-specific review to prevent signs (as well as other things) from blocking views in a way that harms crime prevention efforts, or creating distraction that harms traffic safety. Necessarily more generalized and objective zoning regulations that treat all window signs equally in a wide variety of situations may permit signs that might not be permitted under more individualized license code regulations and vice-versa. A window sign that has no impact on crime prevention or traffic safety may be prohibited under a more generalized zoning regulation. And unlike zoning regulations, regulations in the license code may be retroactive, and apply to existing as well as new window signs.

MN Stat. § 462.357, Subd. 1, provides municipal zoning authority. Subd. 1e, *Nonconformities*, provides that any “lawful use or occupation of land or premises existing at the time of the adoption of an additional [zoning] control under this chapter may be continued, including through repair, replacement, restoration, maintenance or improvement, but not including expansion, unless the nonconformity or occupancy is discontinued for a period of more than one year.” For example, MN Stat. § 462.357, Subd. 1, gives municipalities the authority to enact building setback requirements, but if a building has a conforming 4 foot setback at the time of adoption of a new 8 foot minimum setback zoning control, the legally nonconforming 4 foot setback can remain, including through replacement, unless the building is removed and not replaced by a building with a 4 foot setback within a year. Likewise, MN Stat. § 462.357, Subd. 1, gives municipalities the authority to enact zoning regulations that control sign area, but if a building has a conforming 20 square foot window sign at the time of adoption of a new zoning control that would limit window signs on the building to 5 square feet, the legally nonconforming 20 square foot sign can remain, including through replacement, unless the legally nonconforming 20 square foot sign is removed and is not replaced by another 20 square foot sign within a year. This provision in MN Stat. § 462.357, Subd. 1e, *Nonconformities*, is commonly referred to as a “grandfathering” provision.

It is easier to administer the requirements of MN Stat. § 462.357, Subd. 1e, *Nonconformities*, for a zoning control for which there is a permit record of when something is established and discontinued, such as a building setback. It would be more problematic for something like temporary window signs for which there is no permit record.

Then a new § 64.504(a)(6) might be added as follows:

Sec. 64.504. B2-B3 business and IR industrial districts.

(a) *Business and identification signs:*

(6) Window signs are permitted as regulated in section 64.503(a)(7).

And then § 64.503(b)(5) and § 64.504(b)(5) pertaining to temporary business signs in windows would simply be deleted because they would be covered under new § 64.503(a)(7) and § 64.504(a)(6).

The “thirty (30) percent of store window glass area” language is consistent with existing language in the Grand Avenue Special District Sign Plan that “window signs, including temporary window signs, should not exceed 30% of the store window glass area.” 30% is also the maximum window coverage standard in Minneapolis, West Saint Paul and Woodbury. At 30% it may be fine to keep it that simple and not need an additional 10% for informational, holiday and other signs, and not need a definition for “*informational sign*.” The draft proposed definition for “*informational sign*” seems overly forced and inherently confusing, leaving out informational signs that are not “on or adjacent to the [an?] entrance door of a business or organization,” and leaving out informational signs that provide information about such things as activities at schools, churches and other organizations.

5. Count interior window signs toward total maximum business sign area allowed on a lot?

Concern was raised at the August 3, 2011, Business Review Council meeting about counting interior window signs as part of the total maximum gross surface display area of all business and identification signs on a lot. It was noted that other cities typically don’t count interior window signs and temporary signs toward the total maximum gross surface display area of business signs allowed.

Most lots in Saint Paul that used to have B2-B3 business zoning, where total sign area in square feet may be up to two times the lineal feet of lot frontage, have in recent years been changed to traditional neighborhood zoning where total sign area in square feet is limited to 1½ times the lineal feet of lot frontage. As a result, many businesses already have a legal nonconforming exterior sign area, and counting interior window signs as part of the total maximum gross surface display area of all business and identification signs on a lot would mean that they wouldn’t be able to have any interior window signs.

If window sign regulations are to be in the Zoning Code rather than in the License Code, perhaps the following amendment to § 64.503(a)(1) should be considered to make it clear that interior window signs are not counted as part of the total maximum gross surface display area of business and identification signs allowed on a lot, and a corresponding amendment considered for § 64.504(a)(1).

Sec. 64.503. T1-T4 traditional neighborhood and OS-BC business districts.

(a) *Business and identification signs:*

(1) The sum of the gross surface display area in square feet of all exterior business and identification signs on a lot, except for temporary business signs, shall not exceed one and one-half (1½) times the lineal feet of lot frontage, or seventy-five (75) square feet, whichever is greater.

city of saint paul
planning commission resolution
file number _____
date _____

REVIEW OF "DRAFT REGIONAL TRANSITWAYS GUIDELINES"

WHEREAS, the Metropolitan Council has led an effort to create and adopt Regional Transitway Guidelines for the development of corridors where intensive transit investment is planned, as identified in the region's *2030 Transportation Policy Plan (TPP)*; and

WHEREAS, the guidelines will provide guidance for developing transitways in corridors that will be served by commuter rail, light-rail and bus-rapid transit; and

WHEREAS, the technical guidelines are based in best practices for the development of corridors where intensive transit investments are planned; and

WHEREAS, the Council has collaborated with partners in local government, Metro Transit and other transit providers, the Transportation Advisory Board (TAB), the Counties Transit Improvement Board (CTIB), the Minnesota Department of Transportation (MnDOT) and the University of Minnesota to develop the guidelines; and

WHEREAS, regional transitway guidelines will ensure that transit corridors are developed in a consistent and equitable manner as the region's transit network continues to grow and expand, provide a foundation for project partners who are planning and funding corridors in their communities, and provide flexibility for context-sensitive solutions; and

WHEREAS, the Transportation Committee of the Planning Commission is charged with the review and comment on transportation planning efforts affecting the City of Saint Paul; and

WHEREAS, the Transportation Committee has reviewed the Draft Transitways Guidelines on November 14, 2011 and made a recommendation to the Mayor and

moved by _____

seconded by _____

in favor _____

against _____

Draft Regional Transitways Guidelines
Planning Commission Resolution
Page Two

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission adopt the comments recommended by the Transportation Committee; and

BE IT FURTHER RESOLVED, that Planning Commission forwards it's comments to the Mayor for his consideration.